SECTION 2.0 - SCOPE OF SERVICES

2.1 INTRODUCTION/BACKGROUND

Miami-Dade County, hereinafter referred to as the County, as represented by the Miami-Dade Police Department (MDPD) is soliciting proposal to purchase four (4) new turbine helicopters and sell the four (4) current helicopters owned by MDPD. The new helicopters shall have the capacity/capability equal to or greater than the American Eurocopter AS350B3, Bell Helicopter 407, or Agusta A119. MDPD will utilize these helicopters to patrol the airspace over the entire County.

The County will purchase and sell one helicopter every year over a period of four (4) years. The County anticipates awarding a Contract for a period of six (6) years and reserves the right to renew this Contract for additional four (4) years, on a year-to-year basis, at the County's sole discretion.

2.2 MINIMUM LICENSING REQUIREMENT

All Proposers shall provide photocopies of the standard air worthiness certificate issued by the Federal Aviation Administration (FAA) for the helicopter, proposed by the Proposer, allowing the operation of the helicopter under the normal category.

Proposers who do not meet the minimum licensing requirement or who fail to provide supporting documentation will not be considered for award.

2.3 MINIMUM PERFORMANCE REQUIREMENTS

Proposers shall submit in their Proposal weight and balance charts, performance charts and fuel consumption charts for the proposed helicopter.

A. The helicopter shall be capable of delivering a useful load of no less than 2,200 pounds prior to the addition of mission equipment and all options, defined by the specific aircraft technical specification.

B. Normal patrol will be conducted at approximately 60 to 80 knots, but due to distance and mission demands that the helicopter shall be capable of accelerating and maintaining 120 knots (with full law enforcement mission equipment and emergency floats installed) to reduce response times. All performance data shall be based upon sea level; standard day conditions and with all law enforcement mission equipment, and options installed, unless otherwise specified.

C. Endurance, at normal patrol speeds (60 to 80 knots) and normal operational weight as itemized previously shall not be less than 3.0 hours. The aircraft shall have a minimum overall endurance of at least 2.5 hours with a combination of patrol and pursuit (fast cruise) speeds.

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The County will evaluate and rate, on a scale of 1 to 10, the performance requirements A and B as a part of the flight demonstration.

2.4 REQUIREMENTS AND SPECIFICATIONS

The County has specified brand names and/or model numbers for helicopter parts and components. All brand names/model numbers described herein are considered acceptable products by the County. Please be advised that these brand names and/or model numbers are used to describe the minimum functionality, physical characteristics, quality, standards of performance, and capability of the component or the part to be used in the helicopter and are in no way intended to prohibit the proposing of other brand names or model numbers of equal serviceability. Please refer to Section 1.8 of the RFP Document for obtaining Approved Equal status from the County.

A. Specifications

MDPD recognizes that over the life of the contract, issued as a result of this RFP, the technology and equipment available will change. Equipment available on earlier models may not be available on later models. MDPD, together with the selected Proposer will analyze, evaluate and determine the suitability of new equipment and technology, with equal or better capabilities to the originally specified equipment, as a replacement for obsolete or unavailable items in light of the mission requirements of MDPD's Aviation Unit (AU).

The helicopter proposed by Proposers shall be new, of current design and production, with spare parts readily available. The aircraft shall have an established maintenance history, safety record and operating history. All mandatory aircraft service bulletins and FAA airworthiness directives shall be complied with upon delivery of the aircraft.

These specifications are intended to describe the type and quality of helicopter to be utilized by MDPD. All equipment, accessories and avionics are to be installed identically on all four aircraft. MDPD will approve the cockpit and instrument panel layout. All performance criteria, equipment, accessories, avionics, training, etc, shall apply to all four helicopters. The Proposal shall be submitted for four helicopters of identical make and model, with all four aircraft equipped identically.

B. Weight and Balance

Design of the helicopter should permit minimum to maximum indiscriminate cabin loading without having to move any aircraft components or using any movable ballast to keep within certified limitations.

C. Engine and Transmission/Gearbox

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i. The helicopter shall be equipped with a Full Authority Digital Engine Control (FADEC) or an acceptable equivalent, with backup system, equipped gas turbine engine. Developing horsepower shall be sufficient enough to takeoff and maintain a constant flight altitude. The engine shall have a manufacturer's recommended overhaul of not less than 3,000 hours. (Mid life turbine overhauls are acceptable) The gas turbine engine shall be capable of using Jet A, JP-4, JP-5 and JP-8 fuel types.

ii. The engine shall be equipped with a magnetic plug/chip detector.

iii. The engine shall be equipped with a lubrication/oil cooling system and FACET oil filter, or its equivalent.

iv. The aircraft shall have an air-intake screen, particle separator or barrier filter.

v. The engine shall have a method of torque measurement.

vi. The aircraft shall have an engine fire detection system.

vii. The gas turbine engine shall be test run prior to being installed in the helicopter. The engine shall be capable of producing shaft horsepower rated greater than the transmission limitations. Appropriate documentation of the test must be provided upon delivery of helicopter.

viii. The main gearbox shall be anti-vibration mounted, with oil sight gauge, chip detector, oil temperature and pressure switches.

ix. The engine to main gearbox coupling shaft shall be heavy- duty.

x. The main rotor system shall have a Revolutions Per Minute (RPM) sensor, with a high/low warning device.

D. Main Rotor System and Tail Rotor System

i. The helicopter main rotor system shall have a minimum of three blades controlled by hydraulic servo units. High visibility paint on the main rotor blades shall be provided.

ii. The main rotor blades shall require no internal, or dye penetrant inspection during service intervals.

iii. The main rotor system design shall minimize tracking procedures; tracking and balance provisions shall be provided and installed on the aircraft.

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iv. The main rotor system design shall provide for ready maintaining of RPM during power-on/power-off transitions. The "avoid" area of the height-velocity diagram shall be minimized to provide operational safety for low speed search and surveillance flights.

v. The main rotor system design shall incorporate a "blade flapping" restriction device to assure maximum blade to ground clearance during stops and starts conducted in high winds.

vi. The main rotor system shall be equipped with a rotor brake capable of stopping the system on shutdown in a minimum amount of time.

vii. The tail rotor system shall consist of at least two conventional rotor blades (no substitute). Tail rotor tracking and balancing provisions shall be provided and installed. High visibility paint on the tail rotor blades shall be provided.

viii. The tail rotor gearbox, with oil sight gauge and chip detector shall be installed.

E. Interior Cabin Configurations

i. Normal seating for the front aircrew compartment shall consist of two (2) seats that are covered in a high durability material. The seats and/or tail rotor pedals shall be adjustable for taller aircrew. The rear seat compartment shall consist of seats covered in a high durability material.

ii. Energy-attenuating (crash worthy) features for the protection of crew and passengers shall consist of either energy attenuating seats or airframe features that include rupture resistant fuel cells.

iii. All seating positions shall be provided with seatbelts, with metal-to-metal buckle design and shoulder harnesses/inertia reels.

iv. The helicopter shall be configured for the right-seat as the pilot in command position.

v. The aircraft shall be equipped with dual controls. The left seat controls shall be of a "quick detach/quick removal" design; capable of being removed by the aircrew, prior to flight, with minimal or no tools. These shall be of a design that allows installation with minimal or no tools.

vi. The cabin width and height of the aircraft shall be conducive to crew ergonomics and comfort during law enforcement missions. The cabin shall allow for crew comfort during extended flights, and have no hindrance to the aircrew due to other crewmembers seating positions, or the location of airframe or equipment that would interfere with a crewmembers ability to see, or affect the aircrew member from

DRAFT

performing his/her mission as a member of the MDPD's AU. The MDPD shall have the final determination of an aircraft's ability to meet this standard.

F. Hovering

The helicopter shall be capable of hovering at maximum gross weight at sea level in no less than 15 knots tail wind.

G. Electric Power Supply

i. The basic power system shall be a 28-volt supply, and shall be equipped with a nickel cadmium battery. (Location of battery compartment to be determined prior to assembly of aircraft, subject to the approval of the MDPD.

ii. A standard aircraft external power and grounding receptacle shall be provided.

iii. Circuit breakers/switches shall be used for electrical load protection.

iv. The aircraft shall be equipped with a starter-generator capable of providing 28 volts (DC) and 200 AMP/HR after start in addition to a voltage regulator.

v. All necessary lights shall be provided for night flying, as required by the FAA, including but not limited to:

- Strobe anti-collision (red/white) mounted on top the fuselage, or in a suitable position for maximum visibility.
- Strobe anti-collision (red/white) mounted on the underside of the fuselage.
- Strobe anti-collision (white) lights on the side of each aircraft.
- Position lights mounted on the helicopter in locations that provide for maximum visibility. (On/Off switch controlled; with no dim/bright positions)
- Landing light, and one auxiliary landing light that are forward mounted, controllable by a collective mounted on/off switch.
- The instrument lights shall be internally lit and rheostat controlled. Also, "flood" lighting that is rheostat controlled will provide illumination of the instrument panel. Blue/Green night lighting will be used. White lighting is acceptable only in instruments that do not have blue/green capability. Lighting shall be night vision goggle (NVG) compatible.

DRAFT

- Cabin interior light or cockpit utility light shall be rheostat controlled and provide appropriate lighting so not to interfere with the night vision of the crewmembers. In addition, the pilot and copilot position will have separate lights and separate controls. All lighting shall be NVG compatible.

H. Instruments and Caution Warning Lights

The following instruments and caution warning lights shall be provided by the selected Proposer:

i. Air speed indicator

ii. Pressure altimeter calibrated to 20,000 feet

iii. Honeywell KRA-405B RADAR Altimeter

iv. Horizontal Situation Indicator (HSI)

v. Gas generator tachometer

vi. Free air (outside) temperature

vii. Turbine outlet temperature

viii. Transmission oil temperature/pressure

ix. Torque meter indicator

x. Engine oil pressure indicator

xi. Engine oil temperature indicator

xii. DC digital amp meter/voltmeter

xiii. Rate of Climb indicator

xiv. Magnetic Compass

xv. Static Ports

xvi. Warning panel and Master warning light

xvii. Fuel gauge/fuel low meter/remaining time to fly indication. The readings shall be in pounds per hour or in pounds of fuel left in the fuel tank

xviii. Maintenance information and engine parameters from aircraft sensors

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xix. Hobbs hour meter to record engine operation time. The meter shall be installed in series with the transmission's oil pressure sensor, and collective lever switch, to indicate usage only when the engine is running, and the collective lever is not fully down. The meter shall be "back-lit" for night viewing, NVG compatible

xx. Digital Chronometer with elapsed time counter and reset capability, hot-wired into the aircraft electrical system, with independent battery back up. It shall be mounted on the instrument panel, easily accessible to both pilots, with night lighting

xxi. Analog clock

I. Avionics Accessories, Components and Configuration

i. All transistor, modular construction with voltage regulator module for use with power supply of 28-volts

ii. All switches, audio panels, control heads, circuit breakers and antennas shall be labeled with appropriate flight information and warning labels. All labels shall be legible, professional quality and permanent. The labels shall not be "handwritten."

iii. All control heads for audio control system (except the rear passenger audio panel) including VHF radio, UHF/FM radio, master switching and backup system to be mounted in an agreed upon location within the instrument panel

iv. Installation to consist of wire connectors and terminal blocks throughout system, with no solder connections

v. Equipment shall be interchangeable with each aircraft

vi. Avionics equipment specified below is the avionics package for the helicopters. All avionics shall be priced with antennas and to be installed at the factory, or a factory authorized completion center. The MDPD will approve layout of the avionics in the instrument panel and rear passenger compartment in the pre-production meeting.

vii. The helicopter shall incorporate two (2) Audio Panels (controllers), one at the pilot's position and one at the co-pilot's position. Co-pilot's/observer's position shall have a foot switch.

viii. The helicopter shall incorporate one (1) Audio Panel (controller) in the rear passenger area of the aircraft. The rear passenger area shall be paralleled so that at least 3 people can use the controller to transmit and utilize the intercom system

DRAFT

ix. The aircraft shall include four (4) David Clark noise-attenuating headsets in each aircraft

x. The aircraft shall have an NVG compatible cockpit

xi. Provide a total of ten (10) sets of Anvis 9 night vision goggles. These 10 goggles shall be delivered at the time of delivery of first helicopter.

xii. Provide a total of twelve (12) Flight Suits SPH-5 Helicopter Helmets with visor housing to adapt to ANVIS night vision goggles and Active Noise Reduction ANR-300 installed. MDPD will provide the sizes for these helmets. These shall be delivered at the time of delivery of first helicopter.

xiii. An Active Noise Reduction power supply module shall installed in each aircraft for both the pilot and left seat.

J. Avionics Equipment

Each helicopter shall contain the following new avionics equipment installed in a full law enforcement instrument panel with center console:

i. One Garmin GNS-530 GPS/NAV/COM

ii. Honeywell KX-165 NAV/COM (COM 2)

iii. Garmin GTX-327 Transponder w/SSD-120 Encoder

iv. Two (2) NAT AMS 43 or AA-97 audio panels (controller) front mounted for pilot and co-pilot

v. One (1) NAT AMS 42F or AA-97 audio panel for the rear passenger compartment

vi. One (1) NAT AA-90-IKC installation kit per audio panel

vii. One (1) NAT TH-250 Controller for tactical radios

viii. One Aerocomputers Utilichart LE-5000 with statewide database of the State of Florida, and keyboard integrated with Wescam Imaging System and Laserdyne monitor with view-synch.

ix. One Laserdyne RMU 12(12.1-inch), with loop through video and touch screen video monitor installed at the left front observers position on an appropriate mount, with glare protection from the sun integrated with the WESCAM Imaging System

x. Auto CAD drawing package of avionics shall be provided with first aircraft.

DRAFT

xi. Avionics master switch solenoid

xii. Installation of one Wulfsberg FLEXCOM RT-5000/C-5000 with NVG display. The RT-5000/C-5000 shall be APCO 25 trunking all connectors, shock mounts, AT-560 /5000 antenna/tuners. The unit shall also contain the FLEXCOM tuning kit and all RT interface equipment. The unit shall also be equipped with the FLEXCOM 2 Cloning Kit, capable of communicating on 29.7 through 960 MHz; to include all Marine bands. The FLEXCOM shall be compatible with the Motorola Smartnet and Smart Zone trunking systems. In addition, the FLEXCOM shall be able to be transmitted and received from all seating positions within the aircraft.

xiii. The aircraft will be equipped with an NAT AA22-594 (NVG Compatible Lighting) Public Address System (770 watts) with external speakers integrated with the audio system. If possible, the speakers should be flush mounted into the fuselage of the aircraft.

xiv. One (1) WESCAM 12TS 2000 IR/TV Imaging System with Microwave Downlink, hand controller and Smartlink Interface Unit and SLASS with laser illuminator

xv. One WESCAM Skypod LC Microwave Antenna, with WISARD COFDM digital encoding system

xvi. Two WESCAM WISARD Handheld Receivers per aircraft (loose equipment)

xvii. One WESCAM WISARD AzTRACK portable microwave receive system per aircraft (loose equipment)

xviii. Honeywell KCS-55A Compass System

xix. Motorola M/A COM Jaguar 725M 800 MHz Transceiver

xx. Wysong V Antenna Mount, Cargo Hook Compatible

xxi. Custom Switching on Pilot and Copilot cyclic grips for avionics and SX-16 remote operation

xxii. Ryan International 9900BX Traffic Avoidance System interfaced to GNS-530

xxiii. A SONY GV-D1000 NBC Mini-Digital Video Recorder interfaced with WESCAM and Aerocomputer

xxiv. Artex 406 ELT with cockpit switch

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xxv. The aircraft shall be installed with (NVG) LOJack vehicle locator system (LOJack to provide free of charge), utilizing the low profile antennas array (Model Number EXB164BNX) on an appropriate quick-disconnect mount utilizing quick-disconnect cannon plugs.

xxvi. All avionics equipment shall be installed using appropriate broadband and other required antennas, or couplers, to insure maximum receiver sensitivity and transmitter output.

xxvii. The radios shall be installed in a location approved by MDPD AU.

xxviii. A floor mounted push to talk switch capable of transmitting on both VHF and Police (800 MHz) radios as selected by the audio panel at that seat. The rear seating area shall have the capability to transmit on the police radio only selectable by the pilot. The intercom system shall be a hot mike speech activated system. The system shall allow the pilot (right seat) to isolate the rear and/or left seat when needed.

xxix. The communications cord plug-in receptacles shall be mounted overhead and to the rear in the front crew compartment. Rear communication cord plug-ins shall be mounted in the overhead panel.

xxx. The helicopter shall be equipped with high skid gear with flight steps, and heavy-duty carbide skid shoes. The helicopter shall be equipped with dual (one on each side) Tyler Technologies, Tactical Special Operations Mount (TSOP) with Dual Fast Rope Assembly integrated with the TSOP. The Fast Rope Assembly shall be equipped with a two-function T-Handle release mounted so that it is accessible from both the right and left front seats.

xxxi. The helicopter shall be equipped with a collective mounted twist-grip throttle with collective lock and collective barrier.

xxxii. The helicopter shall be equipped with an SX-16 Nightsun, mounted in a location approved by the MDPD. The SX-16 shall be installed on an appropriate quick-disconnect mount utilizing quick-disconnect cannon plugs. Two additional SX-16 Nightsuns shall be delivered with the first aircraft.

MDPD will program the FLEXCOM radios for its law enforcement frequencies.

K. Helicopter Interior and Exterior

i. The aircraft shall have a composite or metal fuselage. The use of aluminum on the tailboom is acceptable.

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ii. The interior trim and seats of the helicopter shall be of a heavy duty tear resistant material. The flooring area shall be of a high durability rubber or composite matting material. The color will be determined by MDPD.

iii. The exterior of the helicopter shall be painted in a four-color paint scheme. The paint scheme shall be of a design agreed upon by MDPD. The selected Proposer shall register the aircraft with the FAA.

iv. The helicopter's left and right rear doors shall be of a sliding type. The windows shall be of a high-visibility type.

v. The left/right front doors shall be of a high-visibility type, which is designed for maximum visibility and law enforcement missions. The door shall be jettisonable. The door shall be equipped with an automatic door opener.

vi. The aircraft shall have large overhead tinted windows, to provide maximum visibility.

L. Miscellaneous Equipment

i. Main rotor tie downs

ii. Pitot cover

iii. Turbine inlet covers

iv. Tailpipe outlet covers

v. Fire Extinguisher

vi. Auto re-ignition system, if available

vii. Jack points

viii. Environmental Control System, including heater/defogger, fresh air ventilation system and air conditioning with dual evaporators

ix. Wire Strike Protection System (WSPS)

x. Ground Handling Wheels

xi. Engine Filtration System

xii. Grimes NVG-Compatible Cockpit Map Lights

xiii. Stinger NVG-Compatible Flashlight and Onboard Charger

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xiv. Pitot heat

xv. Lifting points

xvi. Airframe mounted fuel filter

xvii. Cargo Hook with lift capability of 1650 pounds

xviii. Chart and equipment cases

xix. Pulse Lights

xx. Exterior mounted compressor wash nozzle that is easily accessible by maintenance personnel. Also known as an exterior wash kit

xxi. 4-floor mounted heavy-duty cargo tie downs

xxii. Holder for Electronic Stabilized binoculars in the front observers position

xxiii. Document holder, for logbooks and charts

xxiv. Exterior keyed locks, all keyed the same, shall be provided for all aircraft doors

xxv. High visibility windows on the left front door and both rear sliding doors

xxvi. Dual Litter Equipment

M. Over Water Operations Equipment

i. Each helicopter shall be equipped with an emergency inflatable floatation system

ii. Helicopter emergency evacuation lighting (HEEL)

iii. Sufficient mounting brackets installed for helicopter emergency escape device (HEED) bottles in both crew and passenger compartments in a location approved by the MDPD

N. Laptop

The selected Proposer shall provide one Pentium IV laptop to the County at the time of delivery of first helicopter. The laptop shall have a CD drive.

2.5 TRADE IN OF EXISTING FLEET, TOOLS & SPARE PARTS

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A. Existing Fleet

The selected Proposer shall provide a flat fixed rate, in Form B-1 Price Proposal Schedule, for the sale of current fleet of four Bell 206L-4 aircraft and spare parts inventory. One aircraft will be traded in to defray the costs for the purchase of each new aircraft. The sale price of the existing fleet shall be based on the fair market value of these helicopters.

B. Tool set for the existing fleet

The selected Proposer shall purchase the specialized tooling of Bell Helicopter Textron (BHT), at BHT's current list price (at time of delivery of the final helicopter) minus a **maximum** discount as specified in Form B-1, Price Proposal Schedule. Proposers may specify the discount rate in Form B-1; however, this discount rate shall not exceed the maximum rate specified in Form B-1.

C. Spare Parts Inventory for the existing fleet

The selected Proposer shall purchase spare parts of Bell Helicopter Textron & Rolls Royce Engine Corporation (RR) at the BHT's/RR's current list price (at time the delivery of the final helicopter) minus a **maximum** discount as specified in Form B-1, Price Proposal Schedule. Proposers may specify the discount rate in Form B-1; however this discount rate shall not exceed the maximum rate specified in Form B-1.

The County will pay for the shipping and handling of the old tool set and spare parts.

2.6 TOOLING AND SPARE PARTS FOR NEW FLEET

The selected Proposer shall provide a one-time open account in the **minimum** amount of **$40,000.00** to allow the County to purchase a set of specialized tooling required to maintain, repair and perform replacement of parts subject to wear or deterioration. The open account will also be utilized to provide Miami-Dade County with an inventory of commonly used spare parts. The open account shall be available prior to delivery of the first helicopter. Proposer may specify the dollar value of the open account in the Form B-1; however this amount shall not be less than $40,000.

The selected Proposer shall provide a minimum % discount, as specified in Form B-1, on the manufacturer's list price on all tools and parts purchased from this established account. Proposers may specify the discount rate in Form B-1; however this discount rate shall not be less than the rate specified in Form B-1.

The selected Proposer shall not charge the County for shipping and handling of the tools and spare parts for the new fleet.

2.7 APPLICABLE PUBLICATIONS AND STANDARDS

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The following manuals shall be provided at the time of delivery of the first helicopter:

i. Aircraft Operating Manual
ii. Aircraft Maintenance Instructions (2 copies)
iii. Engine Operating and Maintenance Manuals (2 copies and 2 CD-ROMs)
iv. Illustrated Parts Catalog (2 copies and 2 CD-ROMs)
v. Flight Manual (14 copies)
vi. Aircraft Maintenance Test Flight Procedures (2 copies)
vii. Aircraft and Engine Maintenance Tracking Software (2 copies)
viii. Airworthiness Directives
ix. Aircraft Service Bulletins
x. All supporting documentation used by the selected Proposer to obtain a Federal Aviation Administration (FAA) Form 337 Field Approval or Supplemental Type Certificate (STC) shall be supplied to the County by the selected Proposer
xi. A recommended spare parts list shall be provided based on 600-hours per year per aircraft, for an annual total of 1,800 flight hours and all parts recommended as replacement parts due to wear and/or failure of components.

2.8 TRAINING

The selected Proposer shall provide the following training at no additional charge to the County:

A. Full factory initial flight/ground training for 12 pilots, to include external load/sling load training and endorsement and night autorotations. All pilot training shall be provided prior to the delivery of the first aircraft.

B. Night Vision Goggle (NVG) training for 12 pilots.

C. Full factory initial field maintenance airframe and engine course and overhaul course if available for 5 aircraft mechanics. The Airframe training will include Field Maintenance and Overhaul courses (if available). The Engine training will include Field Maintenance and Heavy Maintenance *(if available).* All maintenance training slots will be available prior to delivery of the first aircraft.

All trainings shall be conducted the selected Proposer's training facility.

2.9 LIQUIDATED DAMAGES

MDPD has instituted performance standards that are linked to Liquidated Damages, in the event the selected Proposer does not perform in the prescribed manner; as further described below:

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Any part orders identified as Aircraft On Ground (AOG), the delivery of which exceeds six business days from the date of order, shall result in liquidated damages of $500.00 per day payable to MDPD until the part is delivered.

Aircrafts are used to support public emergency services involving the health and welfare of the citizens of Miami-Dade County. The exact monetary value of said damages caused by concessionaire's failure to perform is extremely difficult and impractical to fix, therefore the selected Proposer shall pay the amount specified above.

2.10 WARRANTY PROGRAM

The selected Proposer shall provide a Limited Warranty program that shall include the following at a minimum:

Parts, and Labor Reimbursement for a period not less than 15 Months or 1000 hours, whichever occurs first. The Labor Rate will be reimbursed at a charge of $70.00 per man-hour.

The Warranty shall include 100% reimbursement for parts, labor and shipping of parts requiring replacement due to mandatory Service Bulletins and/or Airworthiness Directives for a period no less than 24 months or 2000 hours.

The selected Proposer shall not charge the County for shipping and handling of parts during the warranty period.

Proposers may modify the above program or specify an alternative warranty program in their Proposal. The County will evaluate and determine the suitability of the proposed program in the best interest of the County.

2.11 DELIVERY LEAD TIME

The selected Proposer shall deliver the first helicopter 12 months from the date of issuance of the purchase order by the County. Second helicopter shall be delivered 24 months from the date of issuance of the purchase order by the County. Third helicopter shall be delivered 36 months from the date of issuance of the purchase order by the County. Fourth helicopter shall be delivered 48 months from the date of issuance of the purchase order by the County. Acceptance of the aircraft will occur at the Miami-Dade Police Department, Aviation Unit, Opa Locka Hangar, 4281 NW 145 Street, Opa Locka, Florida, Opa Locka Airport (KOPF).

2.12 OPTION TO PURCHASE ADDITIONAL HELICOPTER

Proposers shall specify the price of a green helicopter in the Form B-1. This optional helicopter may be purchased by the County, at its sole discretion, at a later date. The completion of said helicopter will be done via separate solicitation.

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The spirit of this optional helicopter is to allow other County Departments to access this pricing to meet their helicopter needs while permitting them to configure the aircraft to their mission, i.e., Fire Fighting, Emergency Medical Service, Environmental Monitoring, etc.

2.13 CERTIFICATION AND FORMS

The selected Proposer shall provide the following documents to County after the delivery of each helicopter:

A. All accessories installed in the helicopter proposed shall meet FAA approval through Supplemental Type Certificate (STC) or under a FAA "337" field approval.

B. One (1) each Miscellaneous DER and Certification Forms (FAA Form 337's, 8110's, weight and balance sheets and etc.)

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